

SR 167 High Occupancy Toll (HOT) Lanes Pilot Project

Paula J. Hammond, P.E.
Secretary

David L. Dye
Deputy Secretary

Steve Reinmuth
Chief of Staff

Craig J. Stone, P.E.
Administrator
Urban Corridors Office

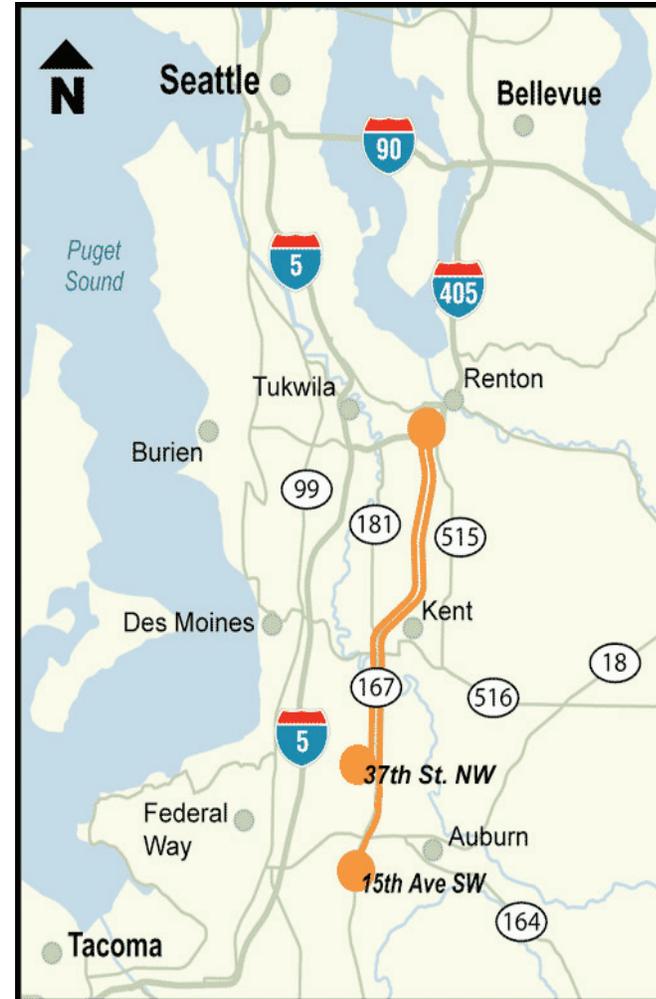
Patty Rubstello, P.E.
Tolling and Systems Development Engineer
Urban Corridors Office

Washington State Transportation Commission
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HOT lanes opened May 3, 2008

Converted existing HOV lanes to HOT lanes on 10-mile corridor between Renton and Auburn



New Configuration

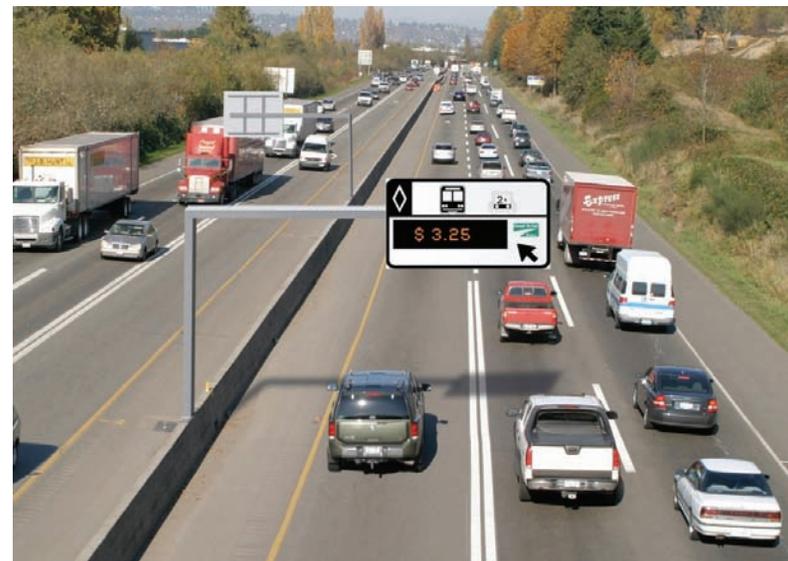
Single HOT lane in each direction

- HOT lane separated from two general purpose lanes by double white lines.
- Variable message signs indicate toll rate at each entry point.
- Pay a single toll to travel any distance on 10-mile route.
- Free to transit and HOV 2+.



Pre-HOT lanes:

SR 167 had two general purpose lanes and one HOV Lane.



Post HOT lanes: Simulation of HOT lanes in action.

How Drivers Are Benefiting

HOT lanes save time -

- Average of nine minutes in a.m.
- Average of seven minutes during p.m.
- HOT lanes have not measurably increased or decreased collisions
- HOT lane traffic consistently flows freely during all hours



“At today’s gas prices, that toll has saved me that much in gas for the short distance I travel on 167.”
– SR 167 commuter

“I will use the HOT lanes if I am running late; getting to a job site on time is worth more than the cost of a toll.” – SR 167 commuter



First Five Months By The Numbers

	May	June	July	August	September
Average toll paid	\$1.00	\$1.25	\$1.00	\$1.00	\$1.00
Highest toll paid	\$5.75	\$9.00	\$9.00	\$8.50	\$4.25
Average number of daily toll trips	1,100	1,080	1,200	1,230	1,250
Highest number of daily toll trips	1,220	1,260	1,393	1,460	1,390
Average peak-hour toll trips	100	140	160	180	180
Highest number of peak-hour toll trips	170	207	180	220	210
Monthly Revenue	\$20,000	\$30,000	\$24,000	\$28,000	\$25,000

Drivers paid an average of \$1 to save 10 minutes of travel time during the peak commutes.

* Average peak-hour toll trips = Average (T-Th) of peak-hour toll trips in the north bound direction

Traffic Data

Average daily traffic - all lanes

	May	June	July	August	September
SR 167, 2007	122,000	122,000	124,000	126,000	121,000
SR 167, 2008	118,000	119,000	121,000	120,000	118,000
Percent Change	-3.4%	-2.5%	-2.5%	-4.8%	-2.5%
I-5, 2007					
I-5, 2007	190,000	199,000	199,000	197,000	194,000
I-5, 2008	192,000	195,000	198,000	200,000	190,000
Percent Change	1.1%	-2.0%	-0.5%	1.5%	-2.1%

Signs changed to allow HOV Only

REASON	COUNT
Collision Related	7
Heavy Traffic Related	8
System Adjustments	11
Police Action	2
Other	17

What The Public Is Saying

Top three comments:

- HOV's/motorcycles/transit should not have to use the access points to enter and exit the HOT lanes.
- HOT lanes access zones are too short, inconvenient, or poorly located.
- HOT lanes are a bad idea, an extra tax or do not help congestion.

	May-08	Jun-08	Jul-08	Aug-08
Monthly comments	341	103	21	15

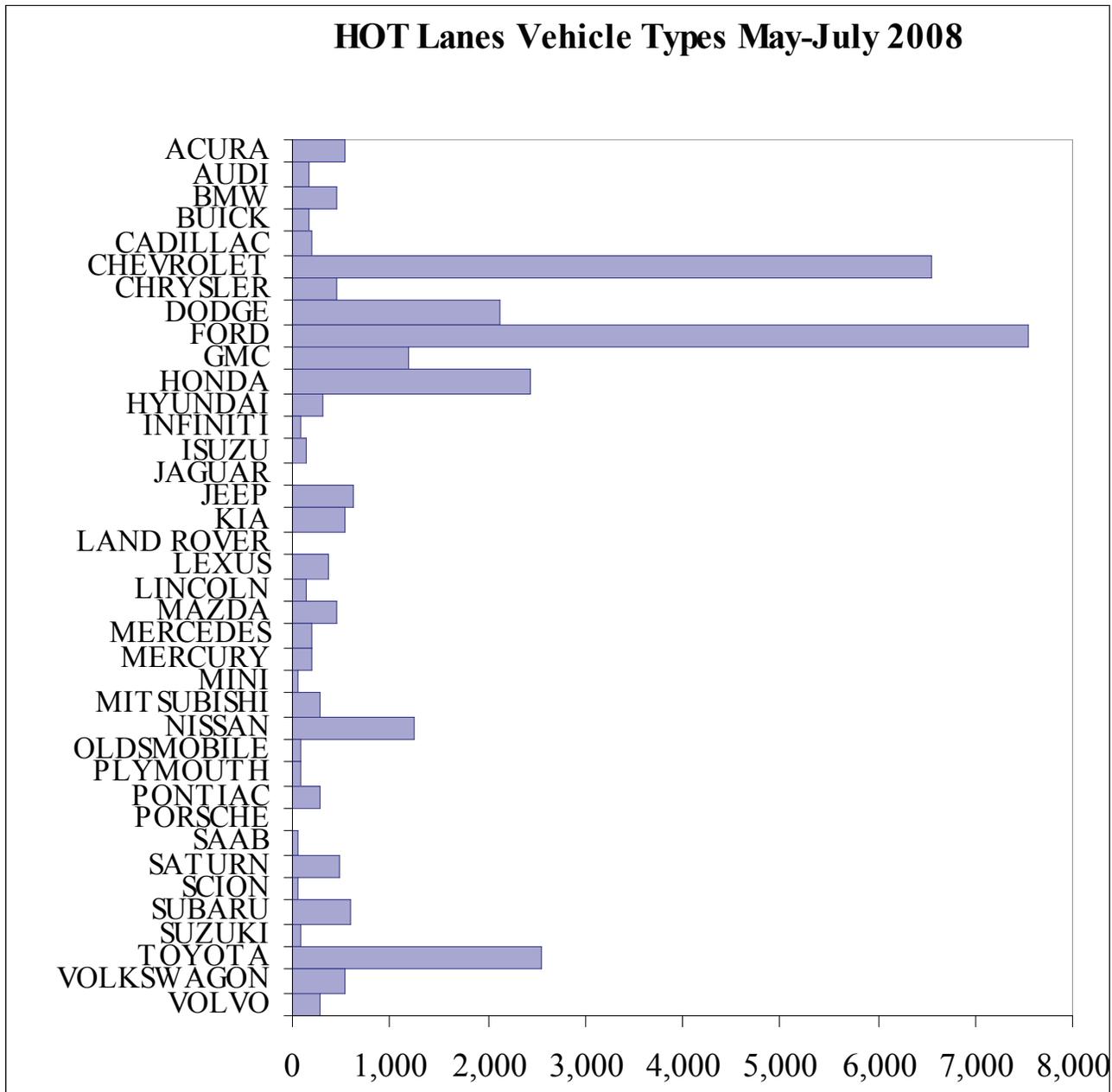
*"I believe this [HOT lanes] gives our community another option with little change and/or cost."
– SR 167 commuter*

"It is exciting that our highway technology has advanced far enough that we can finally apply the laws of supply and demand." – SR 167 commuter

Customer Survey Results

- An online survey of customers was completed in early August. The survey was sent to all 10,552 *Good To Go!* accounts that had both used HOT lanes and also had an email address for their account.
- 797 customers responded and completed the survey.
- The majority of customers reported they were satisfied with their trips on HOT lanes.
- Over two-thirds of customers reported they are likely or very likely to use the HOT lanes again.
- Some respondents urged WSDOT to bring the HOT lane concept to roadways throughout the region (I-405 seemed to get the most attention).
- Primary complaints from respondents were:
 - Access to the HOT lane has been reduced. This frustrates carpoolers who feel as though something has been taken away from them.
 - Those drivers that purchased transponders for the Tacoma Narrows Bridge needed to buy transponder shields to travel in the HOT lanes as a carpool without paying the toll.
- Additional survey work is planned for later in the coming year.

These Are Not Lexus Lanes



Improved Traffic Operations

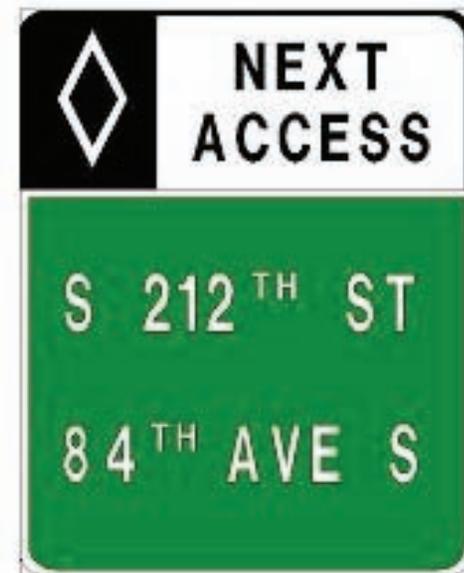
Incident response

- Response times decreased from an average of 13 minutes to just five minutes in the first month of operations.
- In the first three months of HOT lanes operations, crews were able to respond to 78 percent more motorists as compared to the three months before HOT lanes opened



Striping and signing

- Crews installed additional access point guide signs.
- Crews will adjust the northbound SR 167 access point near SR 18.



Law Enforcement's Involvement

- In the first three months, State Patrol officers have issued:
 - 263 citations for HOV / HOT violations.
 - 150 citations for crossing the double white line that separates the HOT lanes from the GP lanes.
- An increase in HOT lane emphasis patrols is planned for the fall to correspond with the anticipated increase in traffic volumes.
- WSP's presence also has increased the number of incidents reported to WSDOT's incident response team (IRT) by 56 percent.



Where Are We Now?

- Continuing to refine the software
 - Opened HOT lanes to ensure HOV performance.
 - Making adjustments to encourage more use of the lanes.
- Continuing to monitor striping and access.
- Following up with the low income focus groups.
- Observations
 - Overall traffic is down – less congestion.
 - Not enough vehicles in the corridor with transponders.
 - Drivers confused on who can be in the lane.



For more information on HOT lanes, please contact:

Craig J. Stone, P.E.
Administrator
Urban Corridors Office
206.464.1222
stonec@wsdot.wa.gov

Patty Rubstello, P.E.
Tolling & Systems
Development Engineer
206.464.1299
rubstep@wsdot.wa.gov

Good To Go!
wsdot.wa.gov/goodtogo

Pilot project Web page:
wsdot.wa.gov/Projects/SR167/HOTLanes

